

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER

MEMBERSHIPS

BMWMOA #155

AMA #6830

Next Meeting

Ennis

The Sportsman

1:00 PM

September 13, 2020

-HOME OF THE NEXT BEST RIDE-

President's Corner



It appears I missed out on some very hot Montana weather while I was away for two weeks on my family cross-country trip last month. That's fine by me. But now there's already a nip in the air signaling the impending arrival of fall, and I'm alarmed to discover that summer is exiting stage left. I know it's cliché, but what happened to the summer? It sure seemed to go by fast this year. Especially considering how few of the events that I'd scratched onto my 2020 calendar actually happened. As usual, September will have me desperately scrambling to squeeze in more time on the motorcycle before the riding season slams shut.

One thing I did get accomplished this summer for which I credit Dick French, or more specifically, I should credit the newsletter series on the Missoula motorcycle police patrol. It rekindled fond memories of watching the televised adventures of that renowned 1970s first-responder duo, Jon and Ponch of the California Highway Patrol. It also inspired me to finally get my 1997 R1100RT police bike serviced after three years of procrastination. I was returning from the Salt Lake City BMW MOA rally with Chuck Reaves in July 2017 when I first noted a slight rumble coming from the rear wheel. I figured it was beyond my skill range, probably a bearing replacement, and that I would need to run it into Big Sky for repair. Soon afterward though, I bought a 2013 R1200GSA, and suddenly that old RT became a low priority. The RT was my first BMW; it is a blast to ride, has been super reliable, and has given me a lot of good memories. But before my first riding season on the GSA had concluded, I knew that dual-sport wonder had fully supplanted the RT and rendered it obsolete. I gave the RT a full service and waxing, put it on the battery tender and under a sheet, and with the exception of a few miles around the neighborhood each spring, she's silently sat in the garage on the center stand. It was Dick's articles – combined with Lisa's relentless reminders that the bike is taking up precious garage space while doing no one any good – that compelled me to finally bring it in for repair. During my recent road trip I got the call from Big Sky that the bearing is replaced and it's time to collect the RT. And now I suppose I'll finally have to decide its fate.

I'll probably postpone that decision awhile too, since I'm already grieving over jettisoning my baby boy off to urban New Jersey and urbane academia. Offsetting that guilty grief is the welcome opportunity to more selfishly allocate my weekends. I'll for sure be in **Ennis on Sunday the 13th** for our **club meeting** at the Sportsman's Lodge. Hope to see you there, and to learn from you any tips or advice for dealing emotionally with the disposal of superfluous motorcycles and children.

Chris Keyes, President

Montana BMW Riders

MONTANA BMW RIDERS NEWSLETTER

Secretary - Treasure's Column - Dave McCormack



What? Summer is almost over? Where did it go? I look back and ask myself, how is it that I didn't get that ride to Jersey Lilly's in Ingomar, MT done this year. Do I have still have time to get out there and savor the steak and beans dish that is its fame? Could I do it in one day...out and back? Not likely and is there some place to overnight that will actually be open? On the other hand, when I found out that some of my favorite places were actually open, maybe only 50-75% and requiring masks, that made them my favorite daylight rides. Places like Wisdom, Lochsa, Lincoln, Ovando and Plains filled in for week long rides. So, I've done a lot of short mileage rides and piled up about 5000 miles so far.

I sold my 2013 Spyder and upgraded to a newer version this spring. That decision came from a long winter and Covid crisis, giving me a lot of time to really think about the next 5 years of riding. Pushing 80, I realized that no matter how many times I go to the gym or eat Kale, I will experience diminishing capacity in a number of areas...speed of response time, pure strength, perception and balance...some of the key factors one should consider as one considers two wheeled travel. As much as I miss leaning into corners and balancing a single-track vehicle, the idea that I might not be able to manage that as I age gave me major pause. Besides, I liked the Spyder with all of its technology, comfort, and reliability (It is secretly a Goldwing with a third wheel). The new bike doesn't yet have the upgrades I had on the previous bike, so I experienced the technology when I went into a corner too fast...the computer reduced my revs for a split second to ensure the inner wheel didn't lift. "Ya can't tip the dang thing over". I have already ordered the upgrades to the suspension to cut down on the computer interference and improve handling in the corners. I don't believe the yellow signs before tight corners are speed limits, just advisories. I pride myself on being able to outrun a Harley in the corners (apologies to Harley riding members).

Word to the wise here: before starting any riding season, seriously assess your physical and mental capabilities. If you're like me, love riding, and don't plan to give it up until they forcibly take away my ignition fob, consider as an alternative, the burgeoning three-wheel options out there. If you're a 'BMW only' type of person...I've seen a BMW factory 1600 LT trike...and it was gorgeous. No idea what it would cost. And of course, there's always the Ural. I think there are now 4 or 5 sidecars rigs in the membership along with a few Spyderys, a testament to the ingenuity of motorcyclists who refuse to quit riding, no matter the circumstances.

See you at Jersey Lilly.

Dave McCormack



MONTANA BMW RIDERS NEWSLETTER

Tom Moe - 33028 BMW MOA Regional Coordinator



As reported the last three months **Mike Hofferber** and I scheduled some Billings area rides. The first three have taken place. Unfortunately, I developed conflicts and could not attend but Mike reports all three rides were well attended. It was reported that six riders were on the Beartooth ride. **Monte Boettger** came from Lewistown for the ride and **Dick Smith**, Billings and native of Lewistown also attended. Breakfast and lunch are certainly optional for the riders, not required. The September ride is a scenic gravel road trip over Half Moon pass in the Snowy Mountains from Billings to Lewistown, not a bad road from what I have heard but it is gravel. Last year weather washed it out, we shall see this year.

I don't know about the rest of you but for me 2020 has sure been a bust for socializing and riding. I admit to a serious fear of COVID 19 and the concern for spending time in hotels and restaurants has kept me home for most of the summer. In addition, the decision to paint the exterior of the house certainly cut into any potential riding time. I guess one benefit of the virus has been a considerable amount of home improvement has been going on based on the steady business I see at our local Lowes and Home Depot stores. I know that has become my hobby. I can count on my wife to keep pointing out projects.

As most of us know the **Beartooth Rendezvous** was held and from a report I saw attendance was down somewhat, which of course is to be expected. I sure hated to miss it but both had to go to Lewistown with my siblings to clean out buildings of decades of accumulation on the farm that weekend and that darn COVID fear.

I know many of you are **BMWMOA** members and I want to of course encourage you to renew your membership. For those of you that aren't currently members I encourage you to join, the very survival of the organization depends on membership. I have always felt that the benefits were clearly worth the small yearly dues. Just a few of the benefits include:

BMW OWNERS NEWS is the reason many people join the organization in the first place - the BMW Owners News. You will receive twelve issues with your paid membership. Every month, it arrives at your doorstep with the latest travel stories, incredible photography, member tested product reviews and up to date event listings.

BMW OWNERS ANONYMOUS BOOK - Need a helping hand while you are on the road? The *BMW Owners Anonymous Book* is a voluntary listing of members who have agreed to help out in a time of need. Got a flat? You can find a member with a truck and trailer in the *Anonymous Book*. Want to know the good roads to ride in a new area? Members can do that, too. And, it comes in a digital version accessible via web, tablet or smartphone.



MONTANA BMW RIDERS NEWSLETTER

Tom Moe - 33028 BMW MOA Regional Coordinator

MEMBER FORUM - Have a burning question at 2am? Want to know who has the latest gadget for their motorcycle. Check out the **BMW MOA FORUM**. Members direct the conversation and the topics in our member only area. Find other members around the country that can help answer your questions, give advice or simply participate in a conversation among motorcyclists.



Go to BMWMOA.org and click on the membership tab, you will be pleasantly surprised what all you get for a minimal yearly fee. I am also an advocate of the roadside assistance and tire replacement insurance. Well worth it in my view.

Ride safe, keep the rubber side down.

Tom Moe

Historian's Corner - Kim Lemke



Ryan and Jenny Montgomery of the Montgomery Distillery in Missoula held their annual classic motorcycle event in early August, titled, "The Old School Ride". The variety of vintage bikes was matched by their riders, with everything from British Royal Enfield, Triumph, BSA to American Harley Davidsons, Indians, and a mix of cool Japanese bikes...a great reminder of the diversity of the motorcycle community, all with the common interest and enthusiasm of riding on two wheels. I was there with my Royal Enfield as was club member Rick Kuschel and his 1967 BMW R60/2. The newest bike was the re-introduced Honda 125 step-through.



Rick Kuschel 1967 R60/2

The group rolled out for a leisurely cruise the long way around the Missoula, along Brooks Street, Blue Mountain Road along the Clark Fork River, Big Flat Road, Mullan Road, and Broadway in downtown Missoula.

The dapper motorcyclists finished the loop at Draught Works with a relaxed session to review the day's ride, make new connections, and renew old acquaintances.



Ed Seymore, oldest rider (80 years) and his Moto Guzzi.

Kim Lemke

Editor's Note: I am a little suspicious of anyone in a tie on a clean motorcycle.



MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol

The two previous issues of the MONTANA BMW RIDERS Newsletter highlighted a history of the motorcycle patrol in Missoula, the officers involved and, last month, the training for new officers assigned to the unit. This month, and the final article in this series, focuses on the motorcycles used by the patrol unit, what is the basis of each bike, and how they are modified to meet the requirements of police work in Missoula. At our historian's, (**Kim Lemke**) suggestion, I started with the procurement specifications issued to purchase the current motorcycles.



Photo courtesy Missoula Police Department

The specifications were a combination of technical and performance requirements. Technically, they had to be factory designed and built units specifically designed for police work. Other requirements included a minimum engine displacement (no mention of number of cylinders), fuel injection, liquid cooled, minimum fuel capacity, high capacity alternators (qualified only, not specific), a minimum five-speed manual transmission, shaft drive and adjustable suspension for rider comfort. In the rider comfort category, adjustable handlebars, heated hand grips and jacks for heated gloves and jackets were specific requirements. Engine and saddle bag guards were also required. Visibility lights on the forks were required, as were pursuit speed rated police patrol tires and wheels.

The performance criteria was essentially they had to perform the functions, including police patrol pursuit in the Missoula environment. The specifications did not define the environment as the 'snow-to-snow' period. The qualification for replacement parts, i.e., delivery time would favor standard off-the-shelf models.

In the following section, I try to elaborate on how a standard BMW R1250RT is converted into a workable police motorcycle.

Editor



MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol (continued)



BMW is well recognized around the world for their police versions (an example on the left) of their classic R1250RT (on the right) touring motorcycle. In this article, I attempt to highlight the differences between the two models. As they arrive at the dealer, in this case Big Sky Motorsports in Missoula, the 'box-stock' version and the police version are essentially identical in all mechanical aspects. The 2019 R1250RT-P as ridden by the Missoula Police Motor Patrol have the same frame, wheels, suspension, transmission, brakes, engine and transmission as the corresponding model off the show room floor for civilian use. The police version has slightly smaller panniers. The police version has an extra battery installed to power the additional communications and lights peculiar to a police vehicle, with the normal battery powering the standard motorcycle functions.



At this point, configuring the bike becomes a joint effort between the dealer (Big Sky Motorsports in case)



Starting at the lower part of the bike in the

photo on the left, the dealer installs the special brackets for the extra visibility lights, and the speakers (and siren) as well as the forward radar detector - the small square appendage on top of the left side external frame. Midway up, on both sides, are special mounts, the left one for the hand held radar detector and the right side mount is for the LIDAR (Light Detection and Ranging). At the top, on both sides, are the lights that most of us have seen at one time, the blue and red flashing lights. A forward facing camera is mounted under the left side light module. The 'cockpit' for controlling all of these, seen on the right, also contains the usual thumb drive controls found on the civilian R1250RT. An additional frame is attached to the bottom of the handlebar casting for the LED screen device.



That, incidentally looks like it would be handy for most of us for our GPS and phone devices.

MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol (continued)



For those of us who find our commercial GPS challenging, there would appear to be little hope in mastering this one. In addition to showing the image from the forward mounted camera, we can see the date, time, and GPS coordinates at the top of screen. When the camera is activated, the recording automatically picks up the activity 30 seconds prior to activation - which should discourage, "...I always come to a complete stop at stop signs..." The forward mounted camera and the officers body camera are linked. The data recorded from all devices goes to a hard drive mounted on the rack behind the seat, which in turn uploads to a server at the end of each shift. It is readily apparent that police motorcycles have advanced a long way from simply mounting flashing lights and a siren on an off-the-shelf motorcycle.



The hard drive along with the controllers for the electronics that are not related to the basic motorcycle functions.



The black cylindrical piece contains the antenna that uploads data from the hard drive.



The rear facing radar. The radar system has the ability to determine the speed of an approaching vehicle, as well as a vehicle moving away from the motorcycle traveling in the same direction or in the opposite direction, both independent of the patrol motorcycle's speed.

The additional equipment is estimated to add about 50 pounds to the advertised 615 pound wet weight of the stock model. Converting a touring bike to a working police motorcycle appears to have a successful outcome.

MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol (continued)

The preceding article on the BMW R1250RT-P whetted my curiosity about the police models of other manufactures. As it turns out, most major manufactures produce a 'police' version. Shown below are some of the obvious ones I found from the internet, and few, not so obvious. One, a Ural, as you may suspect, found by Ken Conrad.



Harley Davidson - Missoula Motor Patrol



Would you believe it? A Ural Police model! Don't know what that brother by a different mother is doing in the background.



Victory



The Iconic Kawasaki Police Special made famous by the TV series "CHIPS"



Retired Missoula Motor Patrol Officer, Dick Lewis on a Kawasaki.



A Can Am? It certainly would make monitoring traffic with a radar gun easier.



Norton

MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol (continued)



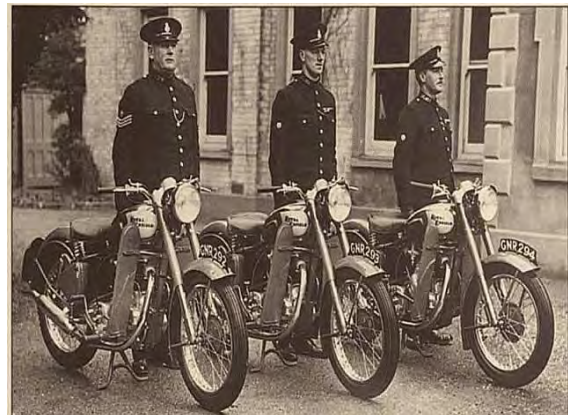
Moto Guzzi - It is probably is against some law for the Italian police to ride BMW's.



Honda Gold Wing - The moral equivalent of a Ford Crown Victoria.



The Honda ST 1300 in its Missoula environment.



Royal Enfield as only the British could do.



Triumph Speed Twin circa 1947

For the club's Triumph riders.



Ducati—probably for pursuit work only.



ZERO - There may be an electric police patrol motorcycle in our future.

MONTANA BMW RIDERS NEWSLETTER

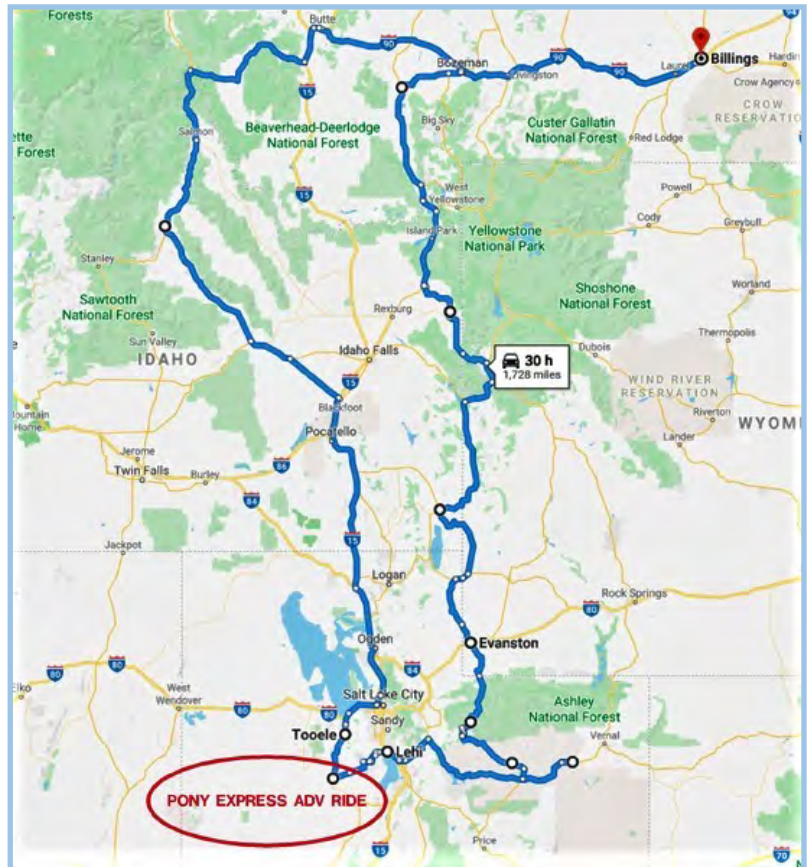
Reports from the Road - Pat Endres

Last winter seemed 10 months long here in Billings and I really had the itch to put a few miles on a new-to-me horse that I bought the previous fall. I had stumbled upon a post by inmate Pitster about a planned ADV ride that was put on as part of the Pony Express Days in Eagle Mountain Utah. There were two guided rides – one for lighter dual sports, and one for bigger bikes and/or bigger out-of-shape dudes. Well that second option sounded right up my alley, so a great plan was hatched. This would be a very manly trip where I would camp out and survive by just sheer outdoor savvy and my wits alone – kind of like Lewis & Clark did, only different. Step one would be shopping for several hi-tech bits of camping gear. It mattered not that I had most of the stuff already. I had to be prepared for the unknown and the unforeseen, and this required new stuff.

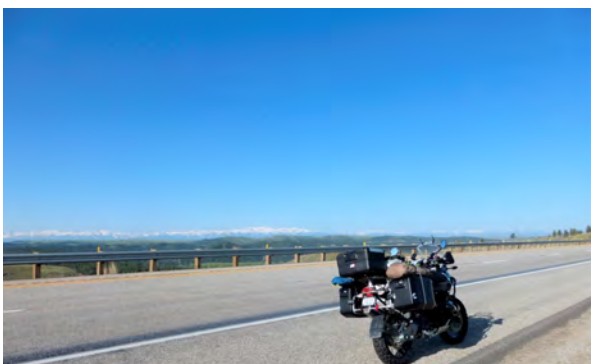
My plan was to head out 5/29 and return 6/3, with a total mileage of around 2000, give or take. Ended up being just shy of 2300. My route would take me down the west side of the Tetons, over the Uinta's on highway 150, over to Ft. Duchesne, then west to Eagle Mountain for the start of ADV ride. My return trip would take me back up through Idaho's Sawtooth mountains, over Lost Trail pass and then back to Billings.

Thanks for coming along

Pat Endres



New-to-me GS, day-after Christmas smile, (que up Jimmy Buffet) and shove off with another wave from my very concerned wife.



My first stop a few miles out of town. These are the Bear-tooth Mountains – Granite Peak, Montana's highest is in the center. What a miserable day to start this adventure on. I hope things get better.

MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - Pat Endres - (continued)



Next up are the Crazy Mountains – about 100 miles out. Day's not getting much better.....



Beartooth range, looking towards Yellowstone.



Tobacco Root Mountains west of Bozeman



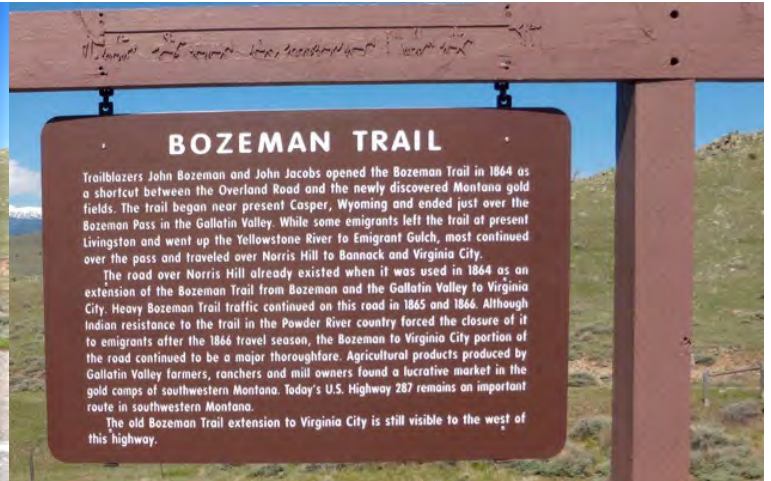
The Madison River – a beautiful river. Also my Granddaughter's namesake – how appropriate. The Madison is one of three rivers that all come together near the town of Three Forks, just north of where this photo was taken, to form the Missouri River. Lewis & Clark camped here in 1805 and named this river in honor of James Madison, then Secretary of State. Also named were the Jefferson River for President Thomas Jefferson, and the Gallatin River for the Secretary of Treasury, Albert Gallatin. And now you know.



Another view of the Tobacco Roots. Spring time in Montana carries with it a beautiful softness that is hard to describe. I am kind of feeling sorry for all those who aren't me right now. I que up some Merle Haggard and muddle on.

MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - Pat Endres - (continued)



Just north of Ennis Montana – the Bozeman Trail, seen just above my tank bag. I will crisscross these old historic trails throughout this trip – fascinating to stop and read about the journey west. Hardy people back then.



Smoking into Ashton Idaho I realize simultaneously that I am dangerously low on fuel, and that I have not yet had a tasty coffee drink. As I sit here reflecting on the state of the world I begin to notice that, “my Gawd I have packed a lot of stuff.” Who is the guy that said, “...two is one, one is none....”? Do they even ride? On previous trips on my other horse my failing memory seems to recall that I just brought a handful of cash, a couple changes of underwear, and a credit card. Dang, what the heck happened to that guy?



Big sky country – easy to get lost in your thoughts. Interesting fact – Montana was the last state in the union to implement a speed limit. Reasonable & Prudent was the rule of the day until the late 90's. I do miss those days. Probably a good thing that this horse isn't as high spirited and is content to run a little slower than my other horse. I do find myself picking up a few more details along the way when I'm not charging along with my hair on fire. Must be getting old.

MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - Pat Endres - (continued)



So I start to head east of Ashton on Idaho State Highway 32 and skirt along the western slope of the Tetons – I was alone on this road until Tetonia and owned it in it's entirety – once again, it's good to be king. I highly recommend this gem.



The Grand Teton – a serious eye magnet. I was so distracted along this stretch of road that I'm sure I appeared as a drunk driver. Good thing the road was empty.



If you weren't on Idaho State Highway 32 on Wednesday, 5/29/19, here is what you missed



Somewhere around Driggs, Idaho



Rolling along south of Ennis, just minding my own business when something catches my eye so I circle back to take a closer look. Instantly I start to formulate my new retirement plan – rather than work until I tip over, I am going to win the lottery and buy this place, and spend my days fishing and eating fancy things. Apparently my wife is not going to hold her breath waiting for this new plan to take shape.

MONTANA BMW RIDERS NEWSLETTER

Three Wheeler Corner

While hanging out at my favorite coffee shop recently I came across a unique, and probably the only one of this type, sidecar rig. I soon located the owner, Megan Grunow, a young entrepreneur, owner of Posterchild, and chauffeur to Wallace. She soon related the before-motor bike was her primary transportation while attending Montana State College, in the early 2000's. When she acquired Murphy (the before Wallace bulldog), it became apparent the two-wheeler was not up to the task.



A family friend, described as a Model "T" builder took on the challenge of solving the problem. The results are shown in the photos nearby. The engine, brand unknown, is a two-cycle, pedal to start. The side car is connected to the bicycle with hinged connections, allowing the bicycle to lean in corners. Both chauffeur and chauffeured appeared very happy.

Editor

MONTANA BMW RIDERS NEWSLETTER

Report from the Rode - Editor

Feeling a need to stretch the legs on the F800GS, I headed for Ovando and the Stray Bullet. Good news is they are open, but only for breakfast from 7:00 to 11:30 AM. The Wagon Wheel in Drummond has adapted to the virus protocols with plexiglass shields between booths and limited open seating.

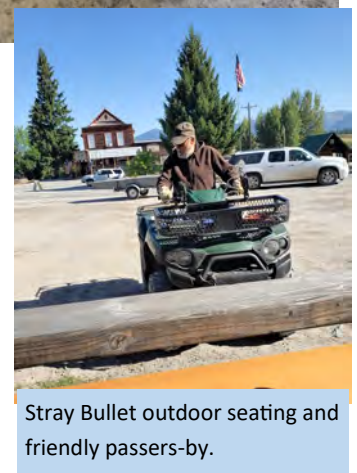
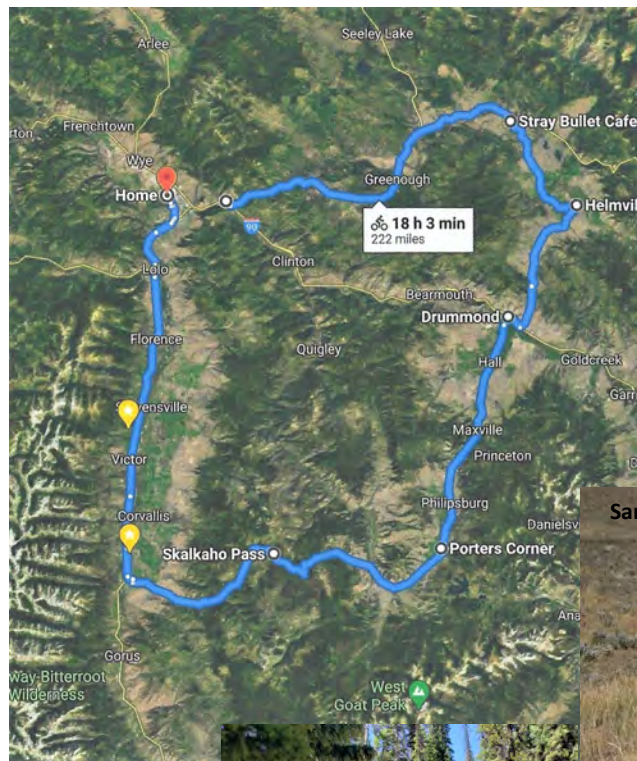
While in Drummond, a young rider pulled up on a heavily loaded Suzuki DZ650 with a PROCYCLE sticker, headed for Missoula, but wanting to avoid the Interstate. He took me up on a offer to guide him over Skalkaho Pass as an alternative route. He is a graphics designer for video games and lives in San Jose, California. About August 1st, he loaded his Suzuki and just headed east for about a week, with no particular destination, then north and then west. He was planning to visit Seattle before turning south to San Jose.

We passed through Phillipsburg on our way and about ten miles west of Porters Corner, he decided to turn back to take photos of the Phillipsburg area.

I continued on, and by the time I reached the pavement on the west side of the pass, concluded a hot, dry weekend day on the gravel road was very dusty and the destination of a lot of people trying to social distance.

But, any ride is a good ride, in the end.

Editor



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Ken and Brenda Conrad, as recorded by the Editor

Ken and Brenda Conrad made St. Regis, Montana their basecamp to explore the roads and trails around the Route of the Hiawatha on (in?) their Ural sidecar rig. The Chicago, Milwaukee, St. Paul and Pacific Railroad, usually referred to as the "Milwaukee" was constructed through the area in 1909, generally following the Clark Fork River until reaching St. Regis, Montana. From there the route followed the St. Regis river to eventually tunnel through the Montana—Idaho divide on its way to Avery, its first stop in Idaho on the St. Joe River. The passenger trains' moniker was the Olympian Hiawatha with scenic observa-



tion cars. After ceasing operation in 1977, much of the road bed was adapted for motorized vehicles, with a special section on either side of the Montana-Idaho divide for bicycles only.

Ken and Brenda started Day One of their adventure from St. Regis on Forest Service Road 282 (gravel) to the state line, and the start of pavement. This road intersects the St. Joe River and is paved its entire length to St. Maries, Idaho. Avery has re-invented itself with memorabilia from its days as a significant stop on the railroad.



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Ken and Brenda Conrad, as recorded by the Editor

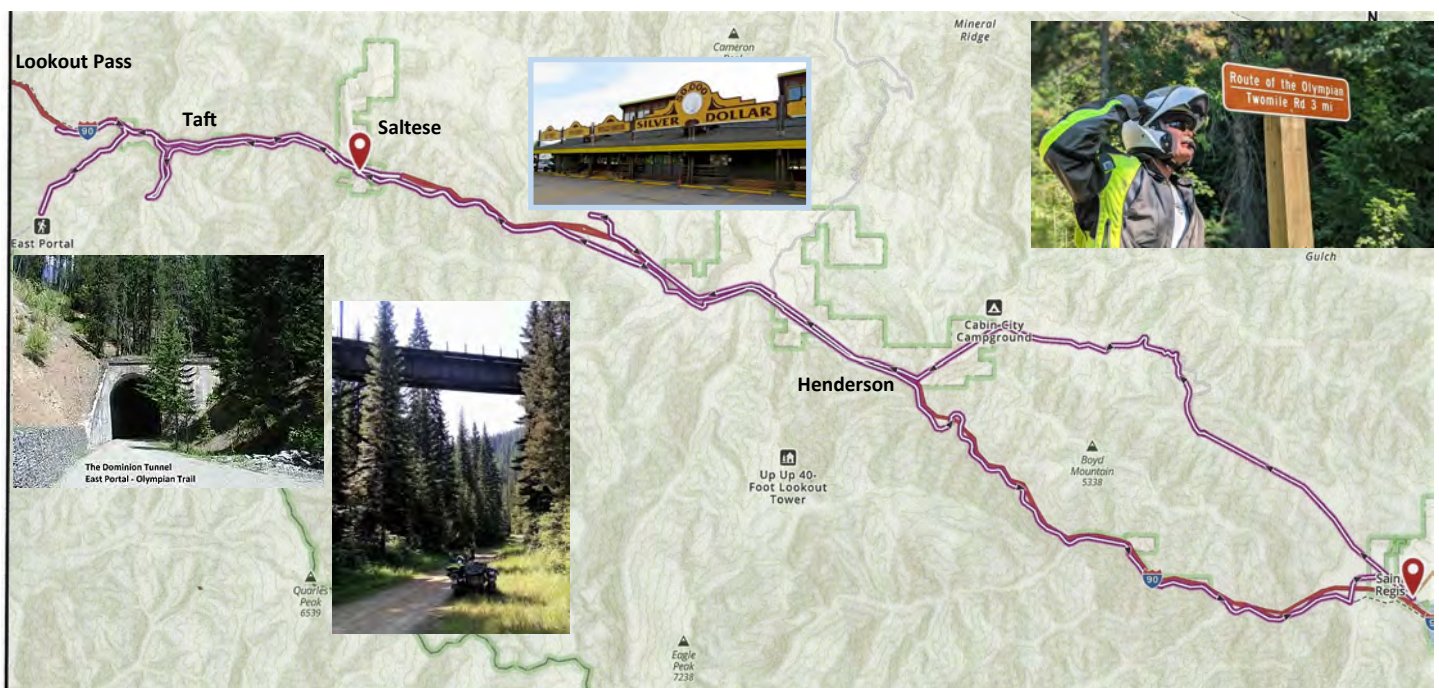
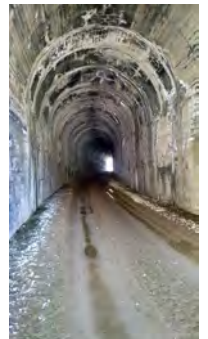
Turning north from Avery, they followed Forest Service Roads that parallel the Route of the Hiawatha over Moon Pass to Wallace, Idaho. Pushing on with the intent of reaching Thompson Pass and Thompson Falls, Montana, they found themselves in Burke, Idaho, a ghost town with locals suggesting another route to Montana. Burke is a ghost town in Shoshone County, Idaho. Once a thriving silver, lead and zinc mining community, the town saw significant decline in the mid-twentieth century after the closure of several mines.

Filled with the spirit of adventure, they set-off on Forest Service Road 456 following the Coeur d'Alene river, but upon reaching the Magee Historic Site, the, "I think we missed a turnoff." feelings set in.

Located on the little North Fork of the Coeur d'Alene River, the historic Magee Ranger Station was a hub of activity throughout the twentieth century. Utilized as a homestead, Forest Service ranger station, work camp for the Civilian Conservation Corps (CCC), and again during World War II as an emergency landing strip, the area has a rich and complex history. The Magee Station ranger's cabin is open to public rental during summer months and the other structures that remain are open to viewing for those interested in the longstanding and rich history associated with the area. By [Nate Kimball, University of Idaho](#).

Again, backtracking to Prichard and making the appropriate turn to the east, they were on their way to Thompson Falls. Refer to the map and track on the previous page.

Day Two was to follow the "Route of the Olympian" from St. Regis to East Portal, the tunnel entrance at the eastern terminus of the Route of the Hiawatha scenic bicycle trail at the summit of the Montana—Idaho state line. Thirty-one miles of the abandoned Milwaukee Railroad bed adapted for vehicular traffic of the motorcycle and ATV variety. Their track started from St. Regis on old US 10 (Mullan Gulch Road now) via Cabin City to Henderson and then frontage roads to Haugan (\$50,000 Silver Dollar Bar). After a few meanderings, they picked up the Route of the Olympian trail, under and over several trestles to East Portal. They rode the Olympian trail back to St. Regis thereby covering the entire 31 miles. Although not apparent on the scale of the map, it generally follows the south side of the St. Regis River and is separate and distinct from Interstate Highway 90.



MONTANA BMW RIDERS NEWSLETTER

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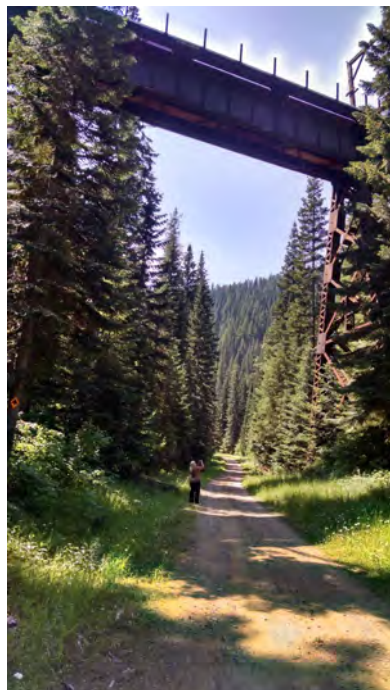
Day Three was a "...lets see where that goes..." type of day. Following the Clark Fork River downstream on Highway 135 from St. Regis, a left turn on Tamarack Creek Road lead to a day exploring the mountain scenery. The rule-of-thumb, going downhill will probably reach a highway we will recognize.



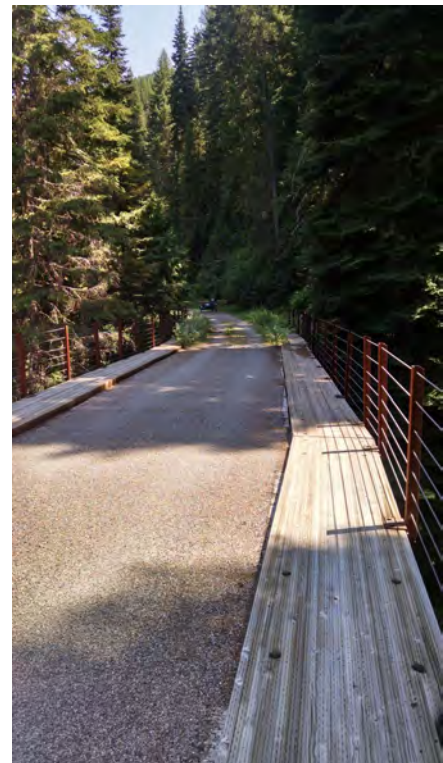
Brenda and mountains to the horizon.



This gate marked the end the western end of the Route of the Olympian. They followed public roads from here for a few miles to reach the East Portal of the tunnel under the state line.



Crossing these trestles must have yielded spectacular views of western Montana.



One of the railroad trestles the Route of the Hiawatha repurposed for vehicular and hiking traffic.

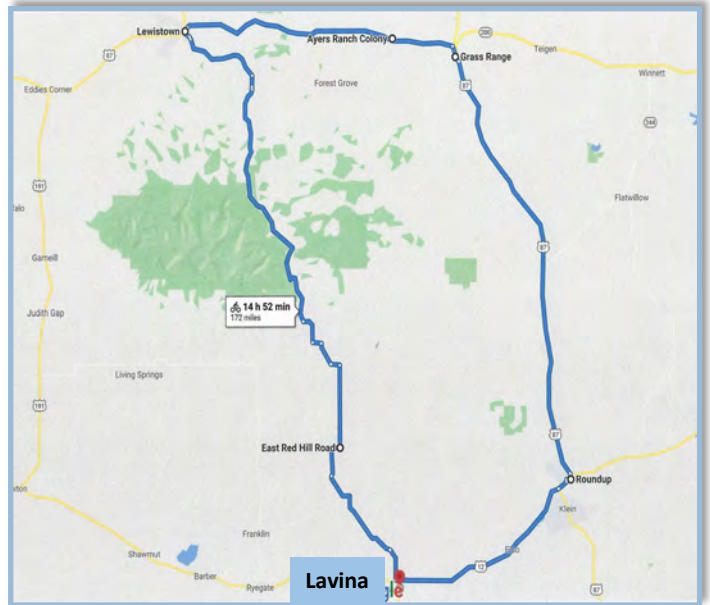
MONTANA BMW RIDERS NEWSLETTER

Reports for the Road - Mike Hofferber

Pat Endres, Dick Smith, on his new Honda CFR 250L Rally and I rode the Red Hill Road from Lavina to Lewistown. We left Pat there so he could camp. Dick and I rode Highway 87 through Grass Range back to Billings.

As a side note, we found a couple in distress at the Lewistown Fish Hatchery picnic area - a pickup with a camper and a flat tire. We put the spare on for them and went on our way. Bike riders are usually good guys.

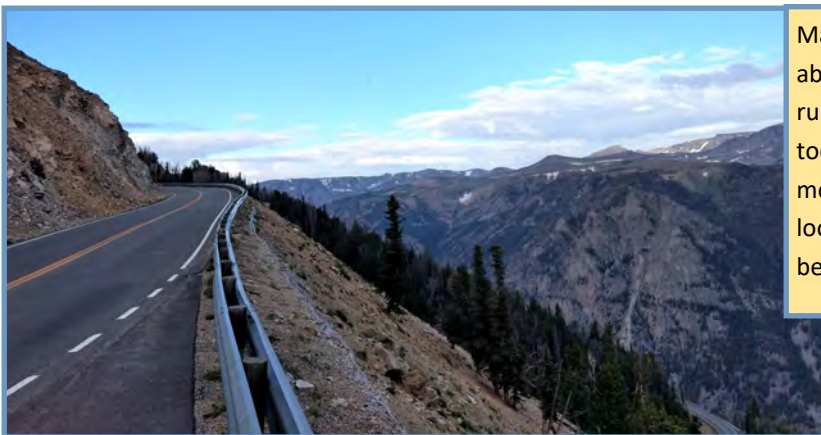
Mike Hofferber



Pat Endres camp out near Lewistown



Dick Smith (New Honda CFR250L Rally) and Pat Endres. Photo by Mike Hofferber



Mark Johnson was able to squeeze in a run over the Bear-tooth Highway this month. The summit looks like it may have been a bit chilly.



MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - The Huddys

Kevin reported he and Annie made their annual pilgrimage to southwestern Colorado and provided us with these excellent scenic photos. *Editor*



Along Highway 141 south of Grand Junction



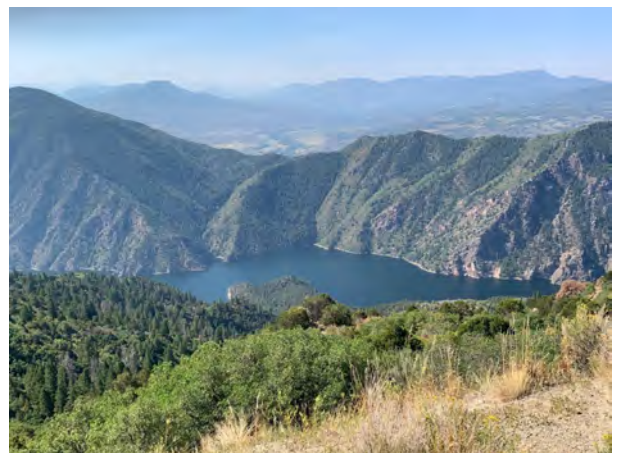
Flaming Gorge Utah



Black Canyon of the Gunnison (South Rim)



We are definitely in this together, so lets make the best of it.



Black Canyon of the Gunnison (North Rim)

MONTANA BMW RIDERS NEWSLETTER

MONTANA BMW RIDERS MEETING—The Crossing, Wisdom

Eleven members and two guests made the run to The Crossing at Fetty's in Wisdom for the August 16th meeting, eleven riders in all. Phil Haglund won the grand prize for having ridden the longest distance, 251 miles from his home in Monarch, on his BMW R1200ST.



Sandy Knutsen, guest
(file photo)



Guest, Paul Olsen from 'The Big Hole Valley' on his 1997 1100 Honda Shadow.



Mike Meredith, BMW 1200R and Bill Clark with his Triumph 800XR, probably cleaned up from it's Little Belt Dual Sport ride in July.



Mark Elizey, Helena
(File Photo)



Paul Smietanka and his 2013 Moro Guzzi Stelvia. He refers to it as a "...poor man's GS..."

MONTANA BMW RIDERS NEWSLETTER

MONTANA BMW RIDERS MEETING—The Crossing, Wisdom (continued)



Mike Meredith, John DiBari, the Africa Twin guy, and Bill Clark shedding clothes for the ride home.



Greg Hintz and Don Deuel, the "...we ride far...." Honda Goldwing riders. Someday Don will explain how he can ride as much as he does and keep his bike so clean.



Paul Smietanka, John DiBari and Dave McCormack, who brought his new (at least to Dave) CAN AM Spider to its 'coming out' party. (Photos next time). Face masks are a pain!!



Lynden Clark rode from Missoula, sitting with Phil Haglund.



Wisdom—2012 - The only people that could be identified were Phil Haglund, without a helmet and Dolores Haglund at the far right.

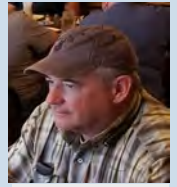
MONTANA BMW RIDERS NEWSLETTER

Billings Centric Rides - 2020



Mike

In 2019 the members from the Billings region organized a series of rides in the south-central part of Montana. For 2020 those members are developing another series of rides for whom ever wishes to participate. The actual routes are 'work-in-progress' (*read—a reason to get out and just ride*) but will generally resemble the descriptions and routes shown below.

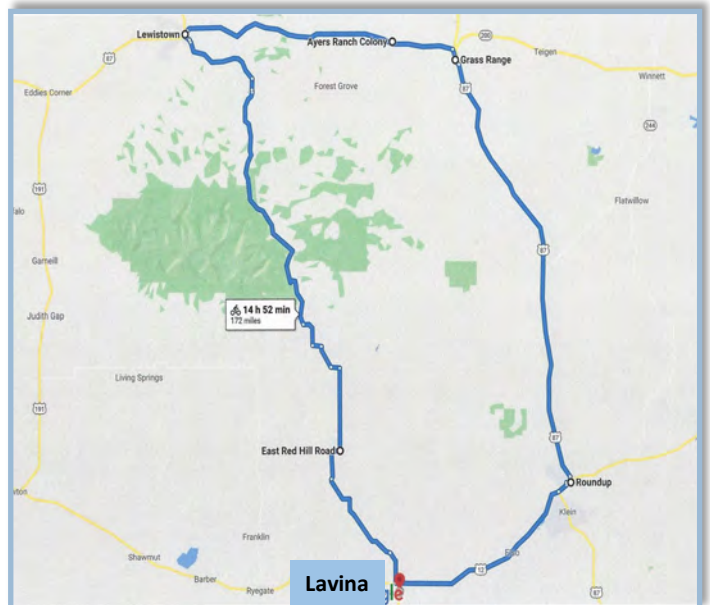


Pat

For those rides using Billings as the starting point, riders will meet in the Costco Parking lot, 2290 King Avenue West in Billings. There is a restaurant, the Rendezvous at the north end of the parking lot for those who want breakfast. Clutches out at 9:00 AM for the rides. Obviously these will depend on the phase of re-opening and your own comfort level to attend. Your ride leader will be **Mike Hofferber** except for the Big Horn ride.

Red Hill Road is included in eleven recommended scenic routes in Montana. Quoting from the Only in Your State website, *"Starting in Lewistown, head south on Highway 238, also known as East Fork Road. When the paved road ends, you'll reach East Fork Dam. The name of the road then changes to Red Hill Road and parallels the East Fork Big Springs Creek. If you follow the route all the way to Judith Gap, you'll see some breathtaking views of the Big Snowy Mountains."*

Editor



September 19, 2020 - Billings to Lavina (42 miles paved road) then Lewistown via East Redhill road, 67 miles of good gravel road. Lunch at the Central Fee Grilling Company in Lewistown. The Lewistown-Roundup-Billings leg is 135 miles, all paved. Ride duration is about six-seven hours.

MONTANA BMW RIDERS NEWSLETTER

Billings Centric Rides - 2020 (continued)

August 15, 2020 - Two group from the Billings rode the Beartooth during the rendezvous weekend. Five rode from Billings to Red Lodge, where we met up with **Monte Boettger**. Monte made the ride with the MONTANA BMW RIDERS at last year's Beartooth Rendezvous. From Red Lodge to Silver Gate, about six miles past Cooke City by way of the Beartooth Highway for a lunch stop.

The group backtracked to the Chief Joseph Highway. Just past the span bridge over the Clarks Fork Yellowstone River, three riders proceeded on a gravel road to the west that goes up sunlight basin, and the other three continued on the Chief Joseph road back to Billings. Pat Endres, Dick Smith and Monte Boettger rode the gravel. Gary Armstrong, John Walker on a Triumph Tiger 800, and me stayed on tarmac.

Mike Hofferber



Photo by Mike Hofferber at a Bear Tooth Highway Vista Point



From the left, Dick Smith, Mike Hofferber's bike, Gary Armstrong, John Walker, Monte Boettger and Pat Endres.



Silver Gate



(L-R) Dick Smith, Monte Boettger, Mike Hofferber, Gary Armstrong and John Walker

MONTANA BMW RIDERS NEWSLETTER

Adventure Ride Notices



Montana 2020 Roads & Trails September 10-13 Whitehall, MT

Come and enjoy all the great riding types Southwest Montana has to offer. From beautiful two lane paved roads to many destinations including Ennis, Virginia City, Nevada City, Bannack, Wise River, Butte, Boulder, Whitehall, Lewis & Clark Caverns, Pintlar Range, and many more. To the awesome BLM off road complex at Pipestone. To Incredible forest service roads and much more.

For more information contact Jim Frazer at 406-490-1307 Or Lois Frazer 406-498-2885

Register online at <https://dualsport-co.com/rtr/index.php>



MONTANA BMW RIDERS NEWSLETTER

2020 Ride & Meeting Schedule (Revised 1 July 2020)

Month	Date	Location	Venue	Day	Time
 January	18th	Seely Lake	Double Arrow Lodge	Saturday	1:00 PM
 February	23rd	Drummond	Wagon Wheel	Sunday	1:00 PM
 March	15th	Lincoln	Lambkins	Sunday	1:00 PM
April	19th	Townsend	The Mint	Sunday	1:00 PM
TBD	TBD	Helena	Huddy's	Saturday	All Day
 May	17th	Phillipsburg	Winninghoff Park	Sunday	Noon
 June	20th	Big Fork	Echo Lake Café	Saturday	1:00 PM
June	27th	Great Falls	BMW Rally Beer Tent	Saturday	1:00 PM
 July	26th	White Sulphur Springs	Snook's Diner	Sunday	1:00 PM
 August	16th	Wisdom	The Crossings at Fetty's	Sunday	1:00 PM
September	13th	Ennis	Sportsman's Lodge	Sunday	1:00 PM
October	18th	Ovando	Trixi's Antler Saloon	Sunday	1:00 PM
November	15th	Avon	Avon Café	Sunday	1:00 PM
December	5th	Missoula	Big Sky Motorsports	Saturday	5:00 PM

MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

2019 BMW F850

Purchased October 17, 2019

VIN: **WB10B1901KZ790813**

Current Mileage 3,300

The bike will be sold with:

- Garmin GPS,
- two side bags and top bag,
- skid plate,
- lg foot pegs,
- headlight protection,
- tall windshield,
- lowered seat and the original seat and,
- crash bars.

Clear title.

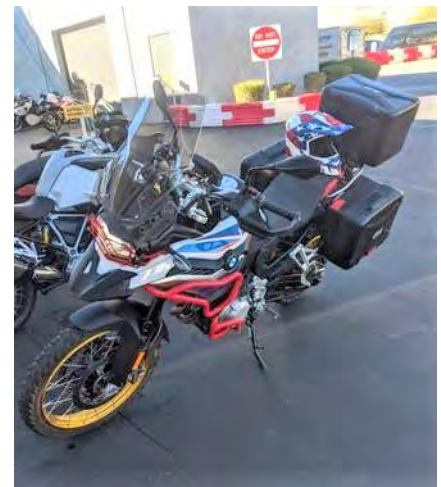
Price: **\$14,995** Cash Only

CONTACT

Jim Haar

hymark25@gmail.com

406-702-0225



MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

Fellow MTBMWR members:

I have for sale a 2007 F650GS. This motorcycle was purchased from Annie and Kevin Huddy in the Fall of 2017. Approximately 21,500 miles. I don't have the actual mileage as I write this. It's in the back of my garage, covered, with a few other motorcycles I seldom ride - those of you who have seen my "fleet" will understand - and would require me to move about four or five bikes to access it, but 21,500 is an accurate estimate.

Brenda bought the motorcycle after having completed both the Basic Rider Course, and the Advanced Rider Course. At the time she had previously ridden only as a passenger. She is one of those people you occasionally encounter who are a natural; she rides intuitively well, and she did great in both classes, especially the ARC. Some very experienced riders in the ARC commented that they were surprised she was a new rider. Annie Huddy was not using her F650GS and offered to sell it to Brenda.

Brenda rides it quite proficiently, but has ridden the bike very little. She frankly does not enjoy riding on the street in today's traffic environment, so has decided to sell it.

The Huddy's purchased the motorcycle new when they were living in Fairbanks. It has many functional additions, nicely and sanely equipped as one would expect of a motorcycle owned by them. It has the "Low Frame Option", BMW "Premium Package", ABS, center stand, Jesse bags, Corbin saddle, aftermarket windscreen, aux lighting, engine/radiator/center stand protection, hand guards, heated grips, etc. These are but a few of the additions that sold us on buying the motorcycle. It literally required me to do nothing to make it into a competent travelling machine. In keeping with the previous owner's meticulous record keeping, there is a 2-1/2 inch thick (I measured it - grin) 3-ring binder, well organized with records of all the additional equipment, and maintenance records. There are no mechanical issues; the bike is in good condition, needs nothing.

Brenda paid \$5,200 for it, and would sell it for \$4,750, which I believe is a reasonable and fair price, especially considering the bike's history, low miles, and how well it's equipped.

Please contact me for additional information and details. I would consider delivering the motorcycle within a reasonable distance from Helena.

Thanks.

Ken Conrad

East Helena

kcaf47@gmail.com



MONTANA BMW RIDERS NEWSLETTER

ADVERTISING RATES 2020-2021

FULL YEAR—January through December

Full Page	\$100.00
Half Page	\$ 75.00
Quarter Page	\$ 50.00
Business Card	\$ 25.00

HALF YEAR— July through December

Full Page	\$ 50.00
Half Page	\$ 37.00
Quarter Page	\$ 13.00
Business Card	\$ 10.00

Artwork must be provided by advertiser in JPEG, TIFF or JNP format.

Artwork changes during an advertising year, will cost \$25 each change.

Montana BMW Riders does not provide artwork services.

All ads will be on a calendar year basis beginning in January of 2021. Ads will be billed to the advertiser in October of each year. Ads not paid by December 31st of each calendar year will be deleted beginning January.

Rates are subject to change with advanced notice

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HOLLY SILK

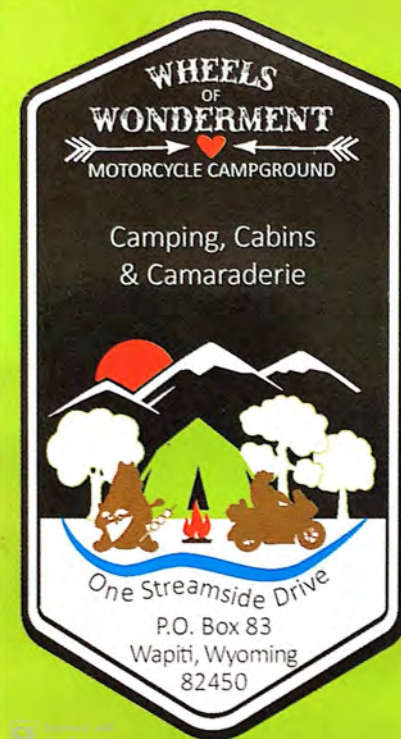
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We're on the Web:
www.mtbmwriders.org

MONTANA BMW RIDERS NEWSLETTER

MONTANA BMW RIDERS NEWSLETTER MASTHEAD

The Montana BMW Riders NEWSLETTER is Published Monthly.

Club Dues: \$15 per calendar year - Membership includes monthly electronic newsletter (or \$30 per year for snail mailed newsletter).

Monthly Meetings: Third Sunday of each month, 1 PM, unless specified otherwise. Location announced in Newsletter and on Web Page.

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Email: huddykl@gmail.com or huddya@hotmail.com

CLASSIFIED ADS FOR THE WEBSITE: MIKE WRIGHT

Email: mikewinmt@gmail.com

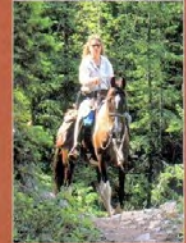
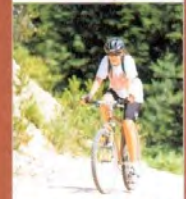
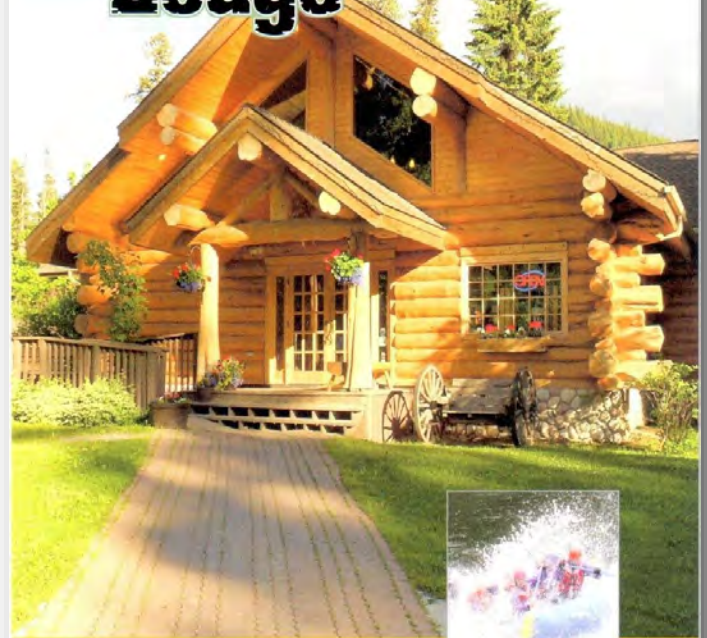
Items for the newsletter are welcome and may be emailed to either:

(R_G_French@msn.com) or

(RGFRENCH1937@gmail.com)

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When you go, tell them you saw their ad in the MT BMW Riders **SEPTEMBER** newsletter and ask about our models and financing.

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